

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8267.

WEDNESDAY, JULY 27, 1910.

WEDNESDAY, JULY 27, 1910.

三拜禮

號七廿月七英曆

55 PER ANNUM. SINGLE COPY 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$15,000,000  
SILVER ..... \$15,000,000  
GOLD ..... \$15,000,000  
RESERVE LIABILITIES OF PROPRIETORS ..... \$15,000,000

COURT OF DIRECTORS:  
G. Balloch, Esq., Chairman.  
Robert Shaw, Esq., Deputy Chairman.  
F. H. Armstrong, Esq., S. A. Levy, Esq.  
J. W. Balfour, Esq., F. Lieb, Esq.  
Andrew Forbes, Esq., G. H. Medhurst, Esq.  
Hon. Mr. Henry Keswick, Esq., H. A. Siebs, Esq.  
G. R. Leemann, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 1/2 per Cent. per Annum.  
For 6 months, 1 per Cent. per Annum.  
For 12 months, 1 1/2 per Cent. per Annum.

N. J. STABB,  
Acting Chief Manager.  
Hongkong, 19th July, 1910. [10]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,500,000  
RESERVE FUND ..... £1,500,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per Cent. per Annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,  
Manager.  
Hongkong, 26th April, 1910. [11]

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 16,250,000

Head Office—YOKOHAMA.

Branches and Agents:  
TOKIO, HANKOW, TIENTSIN, KOREA, PEKIN, OSAKA, NEWHONGWANG, NAGASAKI, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1/2 per Cent. per Annum on the Daily Balance.

On Fixed deposit:—  
For 3 months ..... 1/2 p.c.  
" 6 " ..... 1 p.c.  
" 12 " ..... 1 1/2 p.c.

TAKAO TAKAMIGI,  
Manager.  
Hongkong, 18th March, 1910. [12]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a.M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koenig, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. M. M. ROYCHILDE & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,  
Acting Manager.  
Hongkong, 2d March, 1910. [13]

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1/2 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Acting Chief Manager.

Hongkong, 18th July, 1910. [14]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$5,500,000  
ABOUT GOLD \$7,500,000  
RESERVE FUND ..... GOLD \$5,500,000  
ABOUT GOLD \$7,500,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEMERE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates:—  
For 3 months 1/2 per Cent. per annum.  
For 6 months 1 per Cent. per annum.  
For 12 months 1 1/2 per Cent. per annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL,  
Manager.  
Hongkong, 30th April, 1910. [15]

## Insurance

### CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:  
Alexander McLeod, Esq., Chairman.  
O. Stephenson, Esq., Secretary.  
Lee Yung Su, Esq., J. H. McMichael, Esq., C. R. Burkill, Esq., J. A. Wattle, Esq., Managing Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Nelli, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force ..... \$37,855,885.00  
Assets ..... 8,415,552.00  
Income for Year ..... 3,566,559.00  
Insurance Fund ..... 8,210,613.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.  
B. W. TAPPE, Esq., Canton, Macao and the Philippines, District Secretary.  
ALEXANDRA BUILDING.

G. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., C.M.G., T. F. Hough, Esq., C. J. Lalor, Esq., Hongkong, 6th July 1910. [16]

### PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Manager.  
Hongkong, 1st April, 1910. [17]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES ..... 4 P.M. } Freight and Passage.  
Capt. A. G. Oublin, R.N.R., 28th July

TAKAO, SHANGHAI, PUKOW, HANKOW, TAKU and MOJI ..... On 29th July } Freight only.  
BANCA ..... Capt. Collyer

SHANGHAI, MOJI, KOBE and YOKOHAMA ..... About 29th July } Freight and Passage.  
NUNIA ..... Capt. F. J. Fox

SHANGHAI ..... About 4th Aug. } Freight and Passage.  
DEVANHA ..... Capt. H. Powell

LONDON, &c., via usual Ports ..... Nonn. 6th Aug. } See Special Advertisement.  
ASSAYE ..... Capt. Owen Jones

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 27th July, 1910. [18]

## Intimations.

### LANE, CRAWFORD & CO.

## SPECIAL VALUE

IN

## CEYLON FLANNEL PYJAMAS

AND

## AERTEX CELLULAR PYJAMAS

\$5.00 per suit.



LANE, CRAWFORD & CO. [19]

## Kupper's Pilsener Beer.

The Leading Beer in the Far East.



SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [20]

## Hotels.

TRY

## WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [21]

## HOTEL CRAIGIEBURN.

FLORANT'S GAR, the PRINCE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, and 10th, 1910. [22]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 25th July. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: THURSDAY, 28th July. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

HONGKONG TO CANTON: TUESDAY, 26th July. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: SATURDAY, 30th July. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

HONGKONG TO CANTON: WEDNESDAY, 27th July. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

CANTON TO HONGKONG: SUNDAY, 31st July. 10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,247 Tons and "SUI-AN" 1,245 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 1 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 1 P.M.

### EXCURSION TO MACAO.

On SUNDAY, the 31st JULY, 1910.

The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Cook will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. \$4. Single Fare also \$4.

Further Particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linan" and "Sanoi." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [23]

## Hotels.

### HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [24]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.

Telephone 191. Telegrams "Astro." [25]

THE

### "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and are actually new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: STEINER & CO. (Machinery Dept.) [26]

THE

"REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and are actually new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: STEINER & CO. (Machinery Dept.) [27]



# MAILS.

## NORDDEUTSCHER LLOYD.

BREMEN.

### IMPERIAL GERMAN MAIL LINES

FOR STRAIGHTS TO SAIL

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN..... "LUTZOW" (T. 17,500) THURSDAY, 25th July, 10 A.M. Capt. W. Bartling.....

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE..... "PRINCE WALDEMAR" (T. 6,700) SATURDAY, 25th Aug. Daylight. Capt. F. Iske.....

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELBURN & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th July, 1910.

# Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI, 100, Broad Street, 65, Nanjing Road, 30.

OSMAN & CASUM,  
1 & 3, D'AGUIAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast-Port Orders carefully executed.

Hongkong, 6th September, 1909.

# VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intellectual strain, disipation, excess, youthful impetuosity, or other influences incidental to the war and tear and haste of modern life. It is a powerful tonic, strengthening the system, restoring vitality, and promoting the growth of new nerve tissue. It is a powerful tonic, strengthening the system, restoring vitality, and promoting the growth of new nerve tissue. It is a powerful tonic, strengthening the system, restoring vitality, and promoting the growth of new nerve tissue.

# VETARZO BLOOD MEDICINE.

After years of research, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, intellectual strain, disipation, excess, youthful impetuosity, or other influences incidental to the war and tear and haste of modern life. It is a powerful tonic, strengthening the system, restoring vitality, and promoting the growth of new nerve tissue. It is a powerful tonic, strengthening the system, restoring vitality, and promoting the growth of new nerve tissue. It is a powerful tonic, strengthening the system, restoring vitality, and promoting the growth of new nerve tissue.

# Intimations.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length ..... 515 ft. Docking Length ..... 375 ft. Docking Length ..... 481 ft.  
Width of Entrance ..... 80 ft. Width of Entrance ..... 50 ft. Width of Entrance ..... 65 ft.  
Water on Blocks ..... 28 ft. Water on Blocks ..... 26 ft. Water on Blocks ..... 21.5 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1907.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE  
DEPOT

64, DES VOUX ROAD.

# Dentistry

Dr. M. H. CHAUN,  
DENTAL SURGEON,  
23, QUEEN'S ROAD CENTRAL, 1ST FLOOR,  
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TAI TIT G.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE

Consultation Free

Hongkong, 27th Jan. 1910.

# To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

No. 1, RIFON TERRACE.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 1, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YONG BUILDING.

No. 20, DES VOUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD

Hongkong, 27th July, 1910.

TO LET.

25,000 SQUARE FEET OF LAND at Kowloon (K. M. L. 5), with 100 feet Sea Frontage and right to build a Pier, suitable for Coal and/or Timber Storage.

For particulars, apply to—

L. M. ALVARES,

49, Wyndham Street.

Hongkong, 6th May, 1910.

TO LET.

A HOUSE in KNOTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 27th July, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASONS LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

1ST SEPTEMBER—BOWEN ROAD.

WESTERN BLOCK OF DWELLING HOUSES at present occupied as Artillery Officer's Quarters.

Suitable for Boarding House.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 27th July, 1910.

TO LET.

GODOWN at 14, D'AGUIAR STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 27th July, 1910.

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by A CHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware, of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 27th Jan. 1910.

# Public Companies.

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars 1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Co's Office.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, 20th, FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary, The Hongkong Land Investment and Agency Co., Ltd.,

General Agents for The West Point Building Co., Ltd.

Hongkong, 12th July, 1910.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1910, will be payable on FRIDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, 20th, FRIDAY, 29th July (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary.

Hongkong, 12th July, 1910.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Massillon, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors.

JOHN ARNOLD,

Acting Secretary.

Hongkong, 12th July 1910.

# For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

# ASIATIC POSTAGE STAMPS and

VIEW POST CARDS.

Stamps in Sets, Packets, Days and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Twelve, Magnifying Glasses, Perforation Gauge.

Novels, Books for parlours and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendant Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

# MANILA CIGAR AND CIGARETTES.

&c., &c., &c.

Inspection invited.

Hongkong, 12th January, 1910.

# Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

# PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 26th August, 1908.

# NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph Office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 17th January, 1910.

# AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, QAIM ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Material can be supplied, if required.

The Superiorress will also be most grateful to any FRANK or old ENVELOPES to be made into books for the children of the Poor School.

Who are taught by the Sisters.

Hongkong, 17th Jan. 1910.

# WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.

3. A DRUM. Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.

7. A BALL. Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

# URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

# NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

# SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. See Tin Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given on Ocean Vessels, on demand, by signal from the Harbour Office.

W. G. T. 1910.



# Auction

Hongkong, 27th June, 1940.

when in full bearing, may confidently be reckoned upon to return a profit of £8 to £10  
Acres. The trees come into full bearing when they are between 5 and 5 years old.  
As this estate comprises 800 Acres of Coconuts a steady profit from these of £6,  
annually may be looked for in due course.

with care.	Date .....
	Signature .....

.....

THE MANAGER,  
HONGKONG TELEGRAPH CO., LTD.  
FORT ST., HONG KONG.



## Intimation.

### A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
**E**  
VERY OLD LIQUEUR  
**SCOTCH**  
**WHISKY**  
A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

**GENUINE AGE**  
**AND**  
**FINE MELLOW**  
**FLAVOUR.**

Robert Porter & Co.'s  
**BULL DOG**  
**BRAND**  
**GUINNESS' STOUT**  
in PINS and SPLITS.

**A. S. WATSON & CO.**  
**LIMITED.**  
ALEXANDRA BUILDINGS.  
Hongkong, 7th July 1910.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 27, 1910.  
COMFORTS OF THE GARRISON.

In a great Garrison outpost of Empire like Hongkong, it is only natural that the Civilian community should take a deep interest in all that pertains to the comforts of our Garrison; all the more so as many Service men do not regard Hongkong as an ideal station to which to be drafted for a spell of years. Especially this is true concerning the women and children of the Garrison, for they have every reason to dread the heat and ill of a Hongkong summer. When, therefore, one learns of any new movement being taken by the Military or Admiralty authorities to improve the living conditions of the Garrison, one can have nothing but commendation to bestow. It is pretty generally known that one of the most serious causes for grumbling amongst all ranks has been that the lighting of the big central barracks is both antiquated and inefficient. For some time, we believe, it had been in the mind of His Excellency the General Officer Commanding the Garrison to rectify as far as possible this unsatisfactory state of affairs by making a clean sweep of the old system of oil lighting in the City barracks and installing electric light. But economical considerations eventually prevailed and the scheme for taking a supply from the mains of the local Electric Company was set on one side as impracticable from the financial point of view. The War Office authorities, apparently, considered the local rates too high to justify a departure from the ancient oil system, in spite of its disadvantages—its inefficiency all the year round, its attendant discomforts in the hot months, and the enhanced charges for insurance of buildings that it involves as compared with the most modern illuminant. Then a well-known officer of the Royal Engineers took in hand the task of finding some way out of the difficulty, and he proposed a scheme for having an independent plant installed at Wellington Barracks, to serve Victoria Barracks and all the outside stations and forts that do not already enjoy the benefits of an electrical supply. This scheme, we believe, was to have made the provision of electric power possible at a fractional rate of that charged locally by the public companies and was so planned that the initial cost would have been wiped off in fifteen years. The advantages of such a scheme, both from a departmental and from an economical point of view, do not require to be dilated upon.

This scheme also, we believe, received the approbation of the local Military authorities; but, when sent home for approval to the War Office, that body again ruled it out of court for alleged reasons of economy. It is difficult to understand such arguments against the adoption of a scheme which on the face of it was both economical and beneficial. Besides doing away with the old unhealthy oil lamp, with its discomforts, it would have been the means of doing away also with the no less unhealthy punkah with its secretions of dust and germs. However that may be, the War Office again refused to sanction the scheme, and it had to be dropped in consequence. Now, however, we are glad to learn that an arrangement has been made for the supply of electric current to the Victoria and Wellington Barracks from the Admiralty mains, at a cost which even the Home Government cannot cavil at; so that the units of the Garrison quartered in those two important town stations will no longer be deprived of that which has almost come to be considered not a luxury but a necessity of everyday European life in Hongkong. Lyceum and St. John's have their own installations. In due time, no doubt, every other out-station will share with Victoria and Wellington Barracks in the benefits of an electrical supply.

## LOCAL AND GENERAL.

THE Siberian mail was delivered in London on 26th inst.

THE Ministry of the Interior at Peking decides to close all opium shops in the capital this year.

THE body of Censor in Peking have conferred together with regard to an impeachment of Viceroy Yao Shu-hui to ask for his removal.

A NATIVE was awarded six weeks' hard labour at the Magistrate's court this morning for stealing a gold chain, two silver cups and a blanket from a European's house at Tim-ta-tai.

MR. F. W. Nish, consulting engineer to the Peking Syndicate, Ltd., returned home by the P.M.S. Korea on Wednesday, after having visited Northern China on a special mission.

THE native bankers in Peking have formed an association ostensibly to assist in carrying out the new currency scheme, but really to oppose the new currency.

JAMES Buchanan, an unemployed seaman, was charged before Mr. E. R. Hallifax at the Magistrate's court this morning with the alleged larceny of 50 cents from a money-changer's shop. The case was remanded.

A Szechuan telegram says that the villagers in Meichow have opposed the opium suppression and smashed the Prohibition Office. The Prefect has been dismissed from office owing to his incapacity, and many of the rioters have been arrested.

MR. S. Ramplen Jones, assistant to Messrs Osborne and Chappell, whilst boring on his own land near the Trench mines proved a boye averaging six feet and going 35 cattie per cubic yard and averaging from top to bottom 500 cattie. It is believed he has discovered one of the Trench leads.

ON the voyage out, the saloon passengers of the *Trieste* collected Rs. 500, the deck passengers Rs. 65 and the officers and crew Rs. 250 for the widow of the second engineer of the *Lothian Grange*. The *Times* of India has opened a subscription list for the purpose and in a few days it had reached Rs. 5,800.

ACCORDING to a native dispatch the deputies sent by the Ministry of Finance to inspect conditions in regard to poppy plantation have returned to Peking, and reported that in most of the provinces the opium prohibition is carried out in a perfunctory manner, that in many places opium houses are still opened and that poppy plantation cannot be suppressed without great difficulty.

REPLYING to a deputation in reference to the double income tax paid by companies that have their head-quarters in England, but operate in the Colonies, Mr. Lloyd George, Chancellor of the Exchequer, said that a concession would mean a tremendous inroad on the Treasury. The whole question was whether the Motherland, or the Colony should surrender the tax. Until an arrangement was concluded he thought it hard that England should be asked to surrender her rights.

## MEIJI FIRE INSURANCE CO.

ANNUAL REPORT.

The directors' report for the year ending 31st March, 1910, states:—  
The premiums collected during the year, after deduction of re-insurances, amount to yen 1,137,689.48.  
The losses, after deduction of re-insurances, amount to ..... 1,035,374.766  
The balance of the working s/c for the year amounts to ..... 1,471,896.675  
Less reserve for unexpired risks at the 31st March, 1910 ..... 1,139,300.000  
Net profit of the year ..... 85,596.675

The directors recommend the sum of yen 85,596.675 to be appropriated in the following manner:—  
Dividend of 20% to shareholders ..... 50,000.000  
Bonus to directors and auditors ..... 1,200.000  
To reserve fund ..... 25,396.675  
85,596.675

## TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—  
Cyclone of Typhoon E. of Naha moving N.W.

## THE MACAO PIRATES.

A TERRITORIAL QUESTION.

Peking, July 25.  
An interesting situation has arisen in connection with the Kolowan incident which, otherwise, is closed. The Chinese expect that forty pirates who have been captured on the island of Kolowan will be handed over to them, on the ground that they were apprehended in Chinese territory and that the kidnapping of the twenty rescued Chinese, which provoked the incident, occurred in China.

It appears that Chinese gun-boats offered to co-operate with the Portuguese, but the latter refused in view of the territorial dispute, and of the fact that hitherto the Portuguese have policed Kolowan. The relations of China and Portugal are, however, most friendly.

CONFERENCE AT PEKING.

According to Chinese dispatches Prince Tsai Hsin recently proceeded to examine the works on the Imperial mausolea and Admiral Sah urged his return to confer with him on the Kolowan affair. The admiral telegraphed an order to Taitai Wei Han in Canton to deal with the situation. It is also stated that the President and Vice-Presidents of the War Ministry, Prince Yu Lang and Admiral Sah have held close conferences on the affair, and the latter fearing that the Chinese men-of-war may resort to hostilities, proposed to proceed to the spot himself and cope with the situation.—N. C. D. News.

ALGIERS OF THE EAST.

It appears that the Monte Carlo of the East is ambitious to shine also as the Algiers of the East, as Algiers was in the good old days before Lord Exmouth put an end to one branch of its activities. There has been a good deal of complaining and cavilling against China on account of the operations of pirates on the West River, and a good deal of capital has been made out of the fact that China had been unable to suppress this scourge, which was said to be destroying the commerce of the river. We have before recorded the placing of four new river gunboats on the waters of the Canton Delta in order to cope with this evil, but the difficulties with which the Chinese Government has to cope have never been realized until this week, when it transpires that the principal NEST OF PIRATES AND DESPERADOES

Claims foreign protection, being domiciled on the island of Colowan, one of the small group which together with Macao itself forms the Portuguese Colony. The strength of this band of desperadoes may be gauged from the fact that for a week the Portuguese authorities have been bombarding the stronghold and only succeeded in dislodging them after hand to hand fighting and the loss of quite a number of lives on the Government side. It is scarcely to be wondered at that the Canton authorities have had difficulty in suppressing piracy when the pirates could claim foreign protection. It is not difficult to imagine what

A TERRIBLE HULLABALOO there would have been if a Chinese river gunboat had fired on a pirate junk bailing from Colowan. How quickly a pirate junk may revert to the status of a peaceful and innocent cargo-boat there is no need to tell, and a single shot fired on such a craft would be sufficient to cause angry protests from the Portuguese authorities, to be sent to Peking, with demands for the dismissal of the Canton Viceroy.—National Review.

## CANTON DAY BY DAY.

SUNNING RAILWAY.

[From Our Own Correspondent.]

Canton, 25th July.  
The work on the extension of the Sunning Railway from the marketplace of Kuang Yick Fau to the district city of Sanui is attended with great progress and it will be completed in a few months from now. On the other hand, the Sunning Railway Company was in receipt of a telegraphic reply to its petition, from the Ministry of Posts and Communications, granting the Company permission to extend the line still further to Kuangmoon from Sanui city.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 22nd instant were as follows:—Eastern Shed, \$1,776.50; Western Shed, \$1,764.90; Honam Shed, \$1,870 and Wengshu Shed, \$1,450. In addition to the above figures about \$8,000 worth of rice was sold to the villagers who came to Canton from the neighbourhood to obtain the supply of the daily commodity on that day.

INDUSTRIAL INSTITUTE.

25th July.  
The newly organised Industrial Institute in Canton has now its office on the premises of the Canton Chamber of Commerce. On Sunday last the opening ceremony of the institute was held; and there were present the Taoist, of Constabulary, Lau Wing Tin, and the Taoist for the Development of Native Industries, Chan Mong Tsang, and many other officials. The officials delivered interesting and encouraging addresses concluding with sincere hopes for the success of the institute.

At the request of the Commander-in-Chief of the Land Forces, Chun Ping Chit, Admiral Li Chou has detached one of his motor launches to Weichow district to be stationed there permanently for service in the inland waters.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton during the two days on the 23rd and 24th instant were as follows:—23rd instant: Eastern Shed, 2,342.70; Western Shed, \$1,578.70; Wengshu Shed, \$1,750 and Honam Shed, \$1,800. 24th instant: Eastern Shed, \$1,795.60; Western Shed, \$1,815.40; Wengshu Shed, \$1,947 and Honam Shed, \$1,460. Besides the above figures, a sum of about \$6,500 worth of rice was realised on the 23rd and about \$8,125 on the 24th instant from sales to the villagers.

## A NEW LINE-THROWING GUN.

FOR THE HONGKONG LIFE-SAVING VOLUNTEER CORPS.

Fortunately for Hongkong, we have been immune from typhoons for so long that the services of the Sectional Life-saving Volunteer Corps has not once since its formation been called upon to take active part in the work for which its units volunteered when the Corps was organised more than a year ago under Commander C. W. Beckwith, Assistant Harbour Master. True, their organisation had become an accomplished fact before the October typhoon last year, on which occasion, however, their services were not requisitioned. Its non-appearance may have led the public to believe almost that the Corps has ceased to exist, but this is by no means the case. It may also have led people to forget the *modus operandi* followed by the Corps in the case of

A TYPHOON

occurring. In such case, the Volunteers are summoned to their respective posts by Commander Beckwith. There are three stations situated along the water-front on the Hongkong side—Central, East, and West. At each of these stations on the *Praya* are kept permanent supplies of life-buoys, life-lines and rockets. When need calls, each squad mans its respective apparatus and does its best to assist those imperiled in the Harbour waters.

To the apparatus already at their disposal, we understand that there is about to be added a very important typhoon-fighting weapon in the shape of a

LINE-THROWING HAND GUN.

This gun is of German make and has been introduced to the notice of the Harbour authorities by Messrs. F. Blackhead & Co. It is new to the East, but is in use in every coast-guard station on the German coast, where its excellence as a life-saving agent has been fully demonstrated.

The gun can be used by one man, the shooter putting it to his shoulder as he would an ordinary low-power. Of course, the charge used is a very heavy one, and to counteract this there is a stout rubber cushion attached to the buttend. Round the nose is affixed a ring.

WITH THE LINE ATTACHED.

This ring again is connected with a plate that covers the mouth of the gun. When the gun is discharged, the ring is sent soaring through the air whilst the line pays off itself from a reel. By this means a line can be thrown some 300 or 400 yards, or even more.

When Messrs. Blackhead and Co. first got the gun out from Europe, a test of its powers was made off the Company's launch in the Harbour. Mr. E. Thiel fired the gun, and the line was sent for a very great distance with perfect accuracy OF FLIGHT.

On the gun being submitted to the Harbour authorities last week, a test of its powers was made over in the New Territory, under the direction of Lieut. Beckwith and we understand that the results obtained were so good that the Government have decided to adopt it as part of the equipment of the Sectional Life-saving Volunteer Corps.

As already mentioned, the gun has been found to do excellent work on the German coast; and it should, therefore, answer a very useful and humane purpose when employed in the typhoon-stricken waters of Hongkong.

## CAMPAIGN TO STAMP OUT CONSUMPTION.

MONEY HELP INVITED FOR GREAT MOVEMENT.

The National Association for the Prevention of Consumption is inaugurating a most important educational campaign against "the Great White Scourge."

So great has been the success of the Traveling Tuberculosis Exhibition, that the council is convinced that the time is now ripe for the prosecution of a more vigorous and widespread educational campaign. With the object of raising funds for such a campaign, a special appeal committee has been appointed, over which the Earl of Derby will preside, and the Duke of Devonshire and Mr. Waldorf Astor will act as joint hon. treasurers. The committee in addition, comprises Miss E. McGaw, Prof. Osler, Regina Professor of Medicine Oxford, Sir Francis Laking, Dr. Arthur Latham, Dr. D. Lawson, Dr. Spitts, Mr. H. L. Woolcombe, Mr. F. W. Wareham, and Mr. C. H. Garland, the last-named of whom will be the hon. secretary.

NOW IT WILL BE CARRIED OUT.

The object of the committee is to raise an annual income of £5,000, for the purpose of promoting an educational campaign on the question of the cure and prevention of consumption. This campaign is to be carried out by means of: (1) Travelling tuberculosis exhibitions; (2) Caravans with lantern slides for small towns and villages; (3) Popular lectures; (4) An information bureau for the Press and public; (5) The distribution of literature.

The special appeal committee recognises that the war against consumption depends for its ultimate success on the intelligent aid and co-operation of all classes of the community, and will therefore seek to spread its efforts over every class. Appeal is being made for subscriptions of from one penny upwards.

FROM A PENNY UPWARDS.

It is pointed out that £500 will fit out a travelling exhibition; £500 will run such an exhibition for a year; £500 will fit out a caravan exhibition; £500 will run it for a year; £5 will pay for a lecture; £1 will pay for a set of lantern slides; one penny will pay for educational leaflets. Sheets and cards for the penny collection will be issued to persons who will help this great movement, and books of 40 coupons, valued 6d. each, are now being sent out.

At Christmas-time it is intended to issue a special letter-press of season's greetings, to be sold for the profit of the fund; and artistic postcards, designed by the best known artists of the day, will be issued and sold in packets for the same object.

## MILLINERY MATTERS IN THE SUMNER COURT.

FEMININE DISAGREEMENTS DISCUSSED BEFORE THE PUNISH JUDGE.

Before Mr. Justice Hasland, Acting Punish Judge, in the Sumner Court this morning, Miss M. Ross, dress maker, of No. 42, Nathan Road, Kowloon, sued Mrs. M. Piggott to recover the sum of \$15, being amount of balance due for work done and material supplied. Mr. J. H. Gardiner appeared for the plaintiff, while the defendant was not present in Court.

Sergeant Piggott informed the Court that his wife was lying seriously ill at the hospital under medical treatment and could not possibly attend Court.

Mr. Gardiner—But I understood that the man himself was prepared to defend?

His Lordship—How can we go on with the case?

Mr. Piggott—It's a question whether my wife ever had the things she's now charged for?

His Lordship—How do you know that?

Mr. Piggott—Because I was there at the time with my wife.

Mr. Gardiner stated the facts of the case briefly and said that the defendant after ordering some goods complained of misfit and refused to pay for them.

Plaintiff went into the box and stated that she carried on business at No. 42, Nathan Road, Kowloon, under the style of "Le Chic." On the 14th of March last the defendant came to her shop in the company of her husband and took some goods to the value of about \$2. She subsequently ordered some blouses and children's clothing. She said that the blouses were not made according to instructions but she took them away with her.

Mr. Piggott—Was the hair-cloth you speak of the remnants of other pieces?

Plaintiff—Yes.

Mr. Piggott informed the Court that when his wife found that the articles did not suit her, she took them away and made them herself. Plaintiff did not make them except in respect of some lace. Plaintiff charged \$3 for a blouse when the blouse itself was not worth the amount.

His Lordship (To the plaintiff)—He says you did not make them. Is that so?

Plaintiff—No.

Mr. Piggott—My wife took them to pieces and re-modelled them, especially this neck affair (Laughter).

His Lordship—It's impossible to go on with the case until such time as the defendant recovers from her illness, I don't care how long that takes.

Mr. Piggott—Will your Lordship make an order asking the plaintiff to return certain things belonging to my wife?

Mr. Gardiner—We have a lien on the articles, His Lordship—I can't make any order. I'm only concerned with this action.

Mr. Gardiner—Will your Lordship make an order for a doctor's certificate?

Mr. Piggott—Dr. Craig will give you one.

His Lordship—Oh, no, I'll not make an order. I'm quite satisfied, as to defendant's illness.

Mr. Gardiner—The defendant might go on being seriously ill indefinitely.

The case was adjourned *sine die*.

## A ROYAL ARTILLERY MEMORIAL.

London, July 21.

A memorial service has been held in St. Paul's Cathedral for the officers and men of the Royal Artillery who fell in South Africa. The service was stately and solemn and there was a great military display.

The Duke of Connaught presided an electric button in St. Paul's and unveiled a Memorial in The Mall that King Edward VII had intended to unveil, to mark the gallantry of the Artillery.—N. C. D. News.

## FIGHT AT A MEETING OF CHINESE STUDENTS.

A scene of excitement was witnessed at the meeting of Chinese students at the Kiuki-kao, Tokio, on Sunday, the 3rd July. The meeting was called in order to discuss the questions of the Canton-Hankow Railway loan and of the opening of the Parliament. After the chairman, Mr. Yu, delivered an opening address, dwelling upon the object of the meeting one speaker after another appeared upon the platform and stated his opinions. In the meantime, a certain Pail, who is a Peking journalist and a graduate of Waseda University, now on a visit to Tokio, stood up and began to state his views. He said, or meant to say, that the opening of the Parliament was as necessary as the construction of railways. As he is a stammerer, however, he could not make himself clearly understood by his hearers. The hearers then began to jeer at him and he was compelled to leave the platform without finishing his speech. The chairman, seeing that the audience got noisy, asked them not to disturb the speakers. This advice threw the audience into a fury, and all stood up and made a rush for the chairman and the last speaker. The excited students struck the two with fists and sticks from all sides. The forehead of Mr. Pail was soon seen to bleed and the other also subjected to thousands of blows.

Two policemen who were in attendance at the meeting intervened and took care of the two. On the other hand, the Kanda police were called to pacify them and 13 students were examined.

As to the cause of the trouble, it is stated that most of the students had agreed that the Canton-Hankow railway should be constructed as far as that could be done without a foreign loan and that there was no necessity for the earlier opening of the Parliament. But they heard that a representative of the movement for an earlier opening had come here and that he was going to persuade the students to assist in the movement. When Mr. Pail argued for the necessity of the earlier opening of Parliament they thought, therefore, that he and the chairman had been bought by the representatives. It is stated, however, that the two were quite misunderstood.—Yokohama Specimen.

## OPIMUM SMUGGLING.

INGENUOUS DEVICE OF CANTONESE WOMEN.

Two weeping women of Canton stood in the dock of the second police court to-day charged with offences against the opium laws of the Settlements, reports the *Strait Times* of 21st inst. They were charged, firstly, with having been in possession of chandu other than Government chandu; and, secondly, with attempting to export the same. A Kiling revenue officer stationed at Borneo Wharf stated that he saw the women boarding the steamer *Haiphong* which runs between this port and Batavia. Their appearance aroused his suspicions and he detained them. On being examined by a female searcher the women were found to have chandu, to the value of \$75, in leather bags tied round their bodies. The accused pleaded guilty but said that the chandu was intended for their aged father who was lying ill in Batavia; they had wanted to send the fixed to him by the *Haiphong*. One woman was fined \$200, or one month's rigorous imprisonment, on each count, and the other \$150, or six weeks' rigorous imprisonment, on each count.

An ingenious method of smuggling was described in another case against a Cantonese immigrant. A marine police constable, who was on duty at Tanjong Pagar Wharf when the steamer *Boek Sang* arrived from China, observed accused among the passengers who were landing. The policeman reflected that the man had abnormally well-developed calves, but when he examined them he found that their bulk was due to a bundle tied on each, while each bundle was found to contain four tins of chandu. The value of the stuff was \$51. Accused stated that he brought the chandu from Hongkong, but he did not know he was breaking the law. Despite his ignorance, however, he was convicted of being in possession of chandu other than Government chandu and of importing, and was fined, in the aggregate, \$600, with the alternative of four months' rigorous imprisonment.

## RIVAL CLAIMS TO A HUSBAND.

STORY OF TWO "WIDOWS" AT LONDON INQUEST.

Two women each claimed to have been married to the same man at a Westminster inquest concerning the death of William Thomas Josephus Haycock, a printer, who died of strychnine poisoning at Green-st, Leicester-sq. The jury returned a verdict of "Suicide, but that there was no evidence as to the state of deceased's mind."

Mrs. Sarah Haycock, of Thrale-st, Streatham, said she was Haycock's widow, but she had not lived with her husband for over 12 years. There had been a separation agreement.

The next witness gave her name as Marion Lawrie Haycock. She said that she married Haycock in 1901, and that the marriage certificate could be produced.

LENT HIM OVER £14,000.

Witness: In this certificate the deceased describes himself as a widower of independent means.

"Yes, I understood from him that his first wife died in an asylum. Before our marriage I lent him £4,000, and I thought I might get it back if I married him."

"Did you subsequently become aware that his first wife was still alive?"

"Not for some years. Then he told me his son, or some member of his family, had seen the certificate at Somerset House."

"When was that?"

About two years ago. He then told me he was divorced. I did not know anything until Mr. Haycock came down to W. oldingham. She was very a. ry. She came down with one of her daughters. She was ill and excited, but I tried to comfort her.

"Did she tell you was not divorced?"

"Yes, she said she was his lawful wife."

"You continued to live with him right up to the time of his death?"

"Yes. Since the time I married him I lent him, or the firm, over £14,000."

Witness also said she insured deceased's life for £1,000, and afterwards for £1,000. Deceased would take scarcely anything at times, but would suddenly break out and drink heavily for two or three days. Haycock had paid strychnine to destroy rats at their Woldingham house.

KISSED HER BEFORE DYING.

Continuing, witness said that on Friday evening deceased drank heavily, and continued to do so until Monday. It had been arranged that that morning she should obtain a loan on some embroidery so as to obtain sufficient money to redeem the furniture from the house at Woldingham.

She went to the pawnbroker, and returned in about half an hour to find deceased leaning over the banister.

He said: "Marion, you have been a long time. Come here, I want to speak to you. Do you know what I have done? I have taken in mistake strychnine instead of salt."

Then he kissed witness, and she tasted something bitter, like lard, on his lips.

Dr. N. Walsley said that as soon as he saw Haycock he diagnosed that it was strychnine poisoning, and treated the case as such. The deceased never suggested that the taking of the poison was a mistake.

## VICTORIA RECREATION CLUB.

AQUATIC FETE.

The Bath-House Committee of the V.R.C. have decided to hold another swimming fete on Saturday, the 6th August, commencing at 9 p.m. sharp. It is years since an evening fete was held. The last one, if I remember rightly, was held in September, 1906. Each member will be entitled to take one lady friend only, as space is limited to hold only about six to seven hundred people. Outsiders will have to pay 5s entrance fee. Members bringing more than one lady friend will have to pay 5s for each additional lady. The programme consists of:—  
1. Two Lengths Handicap. 2. Time Piece.  
3. Four Lengths Handicap. 4. Life-Saving Race.  
5. High Jump (attract). 6. Tread Race.  
7. Tread Race.  
8. Tread Race.



## BRITISH ENTERPRISE IN OIL

## EXPANDING MARKETS.

MOMENTOUS CHANGES WHICH WILL STIMULATE THE PETROLEUM INDUSTRY.

One of the features in the Oil Share Market is the very sectional character of public investment. As yet, the average investor—the term is not an exact one, but it may serve—has hardly begun to think about investing in the shares of companies whose object is petroleum exploitation, and the shares of oil companies quoted on the London Exchange are only bought and dealt in by a limited number of investors and operators. So that the market is confined to narrow limits.

The outlook for oil enterprise, however, is undoubtedly good at the present time, notwithstanding the low prices at which crude oil and its products are now being sold. As to the demand for crude and the prices at which the several descriptions can be bought, it may be noted that anything approaching uniformity is, of necessity, out of the question. The price of crude oil is certain to vary, and to vary very considerably, for two distinct reasons, if not more. There is the local supply and demand, and the world's supply and demand. It is hardly necessary to say that when on a given field some big well is brought in which affords a great addition to the local stock of petroleum the market for some distance around is apt to be abruptly depressed. Indeed, there have been cases when the price of crude in such circumstances has become a mere quantity, the difficulty being to avoid the damage and inconvenience caused by, literally, a flood of oil. In the markets of the world the price of crude varies according to the particular quality of the product and the incidence of the distribution and marketing.

## EXPANDING MARKETS FOR OIL.

As has been frequently pointed out, the glut of oil in California, though at one time presenting threatening aspects to the producing companies, has been largely overcome by the energetic way in which markets have been found for it as fuel, both on land and at sea. The low price of crude petroleum at the present moment is rather a bull point in the prospects of the industry. It has brought home the fact in the most convincing of all ways to thousands of consumers, and thousands more of possible consumers, that the quantity of petroleum in the world actually won and available is quite unprecedented—that the supply can be drawn from such a wide area and from sources so entirely independent of each other that the permanence of the supply is to be relied upon with much more confidence than has ever been the case in the past. We see the result of all this in the use of oil as fuel on a constantly ascending scale, representing values far beyond anything which has ever been seen before, and still expanding at a rapid rate from year to year. Both in Mid-Europe and in North America great railway systems are being run mainly on oil-fuel—more efficiently, more easily and more economically than they could possibly be operated with any other kind of fuel, including even the very best coal.

## MANUFACTURED PRODUCTS.

Concerning the manufactured products, from petrol down to residues, the position is altogether a different one, and it must be admitted, not altogether quite so satisfactory from the producer's point of view. Just recently there seems to have been an impression on the London Stock Exchange that the price of petrol has been raised independent of the British duty under the last Finance Bill. This, however, is not the case. The price of petrol to the consumer has of course been increased, as was necessary in the circumstances, but, apart from the duty, so far from the price being raised, it has, if anything, been slightly eased as compared with the quotations before the new impost came into force. It is pretty generally admitted that there is considerable difficulty in producing petrol under normal conditions, with the markets at their present level, to show any appreciable profit, and a great many refineries are being run on an unremunerative basis, merely because the stress of competition is so great that there is no alternative but to operate the plant to just cover expenses or shutting down altogether. But this state of affairs brings in a whole host of questions connected with the rivalry of the different interests in the trade, which are essentially apart from the oil-mining industry as such.

## THE IMPORTANCE OF PERSONNEL.

When a newly-found oil deposit is taken in hand by a group of companies, and more or less successfully exploited, the question of the exact price which may be obtained for the oil is, after all, of secondary importance. In a way, there is a certain comparison between the finding of oil and the finding of the precious metals. If they can be found in quantities in ground of sufficient richness, the owners of the mine need not worry overmuch as to fluctuations in market price. The one great thing is to find the oil, of decent quality and in sufficient quantity. And in this matter the conditions under which oil enterprises are now started and got to work are very different from what they were in the early days. Although even yet the most expert oil geologists may be deceived as to appearances, it is now comparatively easy to effectually test an alleged oilfield, and if the deposit is there to get to it quickly, and take all needful precautions in the way of storage and transport. So that on the pioneer side of the subject one may say with confidence that risks are being reduced, and the chances of downright disaster occurring to any well-managed company are substantially less than was the case only a very few years ago. In considering the question of whether a given oil proposition is worth considering as an investment by the outsider, a great deal depends upon an adequate acquaintance with the personnel of the company. This is one of the points where the investor is as yet more (than) not quite in the dark. But the facilities which now exist are such that any would-be investor in Oil shares can, as a matter of fact, acquaint himself without much difficulty. It is, of the more necessary to bear this in mind, and

in the oil industry there is undoubtedly an unpleasantly conspicuous section, consisting of promoters, concession-mongers and share manipulators, whose misdirected energy is occasionally only too successful. The public have a glimmering idea that this is so, and many are disposed to tar everything with the same brush. As a consequence, a great many really golden opportunities are lost.

Without entering into particulars concerning the principal petroleum fields of the world, one may say there are numerous companies operating at this present day that have a magnificent prospect before them. The work on which they have embarked has no road to success and their path is certain to reveal unexpected obstacles and difficulties of greater or less seriousness but, admitting that oil mining is work which always, even under the best conditions, does carry certain peculiar risks, there is a wide choice of undertakings whose position is sufficiently good to attract even the cautious investor. Some of these companies offer an assurance of substantial profit, with perhaps less unignorable risks than those connected with the mining of minerals of any other kind under the most favourable conditions.

## NEW USES FOR PETROLEUM.

On the marketing side of the business the scope which is opening up for petroleum is so extended and applies to such an immense variety of purposes that it is well-nigh impossible to exhaust the subject, even if it were reduced to schedule form. Detrimental as the competition in both crude and refined oil still is, this much may be said—that in the refining business the keenness with which different interests have sought to extend their operations to create and to nurse any likely market has undoubtedly helped to the solution of many manufacturing problems, and carried forward the work of applying the products to a number of new uses and applications. Taking even the elemental question of fuel, there can be no manner of doubt that, should it turn out that crude oil can be produced in sufficient quantities to in any way meet the demand—and the evidence is accumulating that that will happen—the future use of crude, not only as fuel in furnaces, but as fuel in internal combustion engines, is almost beyond imagination. In certain engineering directions the building of engines expressly for the use of heavy oils to the great advantage is being pushed forward in a very remarkable way. In the opinion of many engineering experts, the oil-engine will, in the near future, displace the steam-engine for all the principal purposes for which the latter is used. Already, in connection with the electrical industry, oil-engines have established a firm position, and have fully justified their introduction.

The feeling of electrical engineers on that subject has entirely changed during the last decade, and the doubts which formerly prevailed as to the reliability and suitability of internal combustion engines for electrical power purposes have practically disappeared. In numerous other directions oil-engines of great power, running into thousands of horse-power, are now in regular use, and giving entire satisfaction, where only a few years ago nothing but a steam-engine would have been considered for a moment. Not only that, but we are at the beginning of a period when internal combustion engines will displace steam for locomotive power on railways. The experimental stage in this direction is well-nigh over. In this country the few oil-motors actually in use on railway cars, though they are believed to have been quite successful, are of small power, but on the Continent railway trains are being regularly worked with oil-motors, in conjunction with an electric drive. This system is practically certain to make headway, and when the general adoption of oil in this connection takes place it will involve a mechanical revolution of prodigious importance. In short, the world's demand for petroleum in all its varied forms is certain to expand indefinitely, always providing that the world's supply will remain at least for a number of years—a sufficient number of years—adequate and reliable. On that point there are still divergent opinions, but the great majority of oil men who have had the best opportunities of forming a trustworthy opinion hold to the belief that the deposits of petroleum adapted for commercial exploitation yet to be found will put into the shade everything which has yet been discovered. If this proves to be true, it may be assumed that, within the boundaries of the British Empire there are petroleum deposits of extent which it is impossible even to guess at, but which will figure largely in the future as the basis of world-wide industries, and conduce immensely to the economic development of the Empire.

## WORLD-WIDE ACTIVITY.

The facts here briefly alluded to may well be studied with some attention by British investors. And it is a position where proper investigation may be fatal. Among the undertakings shares in which are at the present moment being bought at comparatively low figures are those which may, in the course of the next 12 months, be in a very different position. The activity going on in every continent is most notable. In the States one just hears that on the Eastern petroleum field the returns indicated the greatest number of completions recorded so far this year. In West Virginia the record has been broken in the way of development work, and high expectations are encouraged by the remarkable strikes of oil in Louisiana. Although in California there has been a rapid increase in stocks as a result of the enormous output, and the storage is now approximately 25,000,000 barrels, there appears to be no anxiety as to obtaining a market, and storage facilities are being fast extended. On this side of the world the exploitation of the Russian deposits is being pushed forward with great vigour, and it appears certain that the output will grow year by year for an indefinite period. In our own Colonies an immense amount of work is being done, and in more than one case with the most hopeful results. Altogether, there was never a time when there was such activity in the search for, and the exploitation of, petroleum deposits. Consequently, it follows that the opportunities for discreet investments are numerous, but the advice must be listened upon—*Don't gamble.*

## COMMERCIAL.

July 27th, 3 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.

Allagars	6/6
Anglo-Javas	11 1/2
Anglo-Malays	11 1/2
Belgoneses	18
Bata Tigris	—
Bontams	—
Bukit Kajangs (pp.)	63/4
Bukit Rajangs	—
Carey Uniteds	26/4 prem.
Changfields	120/4
Changkat Serdangs	114
Cheras (part paid)	83/8
Da. (fully paid)	136
Damassars	167/5
Eastern Internationals	28/4 prem.
Fed. Selangors	—
Glencauls	35/50
Glenbials	—
Golcondas	130/4
Golden Hopes	—
Highlands and Lowlands	120/4
Indragiris	55/5
Isch Kenneths	—
Jequies	—
Jonglandors	—
Kamunings	6/6 prem.
Kuala Lumpurs	192/6
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	8/4
Luggies	57/3
London Asiatics	14/6
London Ventures	7/4
Merrilams	—
Pajamas	8/7
Pegohs	38/4
Rubber Trusts	35/4
Sagbas	33/4
Sandycrofts	53/4 cum div.
Sapongs	—
Seafields	—
Sekongs	3 1/2 prem.
Shelfords	177/6
Singapore & Johores	31/6
Sumatra Paras	115/4
Sungel Chohs	111/4
Sungel Kapars	163/4
Tandjongs	50/4 prem.
Tangkabs	23/4 prem.
Tosangle	2/4 prem.
Ula Rants	—
United Serdangs	126/4
United Singapore	51
United Sumatras	117/4
United Luggaks	83/4
Para Rubber	9/5

## DIVIDENDS AND REPORTS.

**Penang, July 26.**  
A special London cable states that the Poyo Rubber estate has declared a dividend of ten per cent.  
The Eastern International Trust declares a two shilling dividend, writes off preliminary expenses and carries forward 2,16,427.  
Vallambros report states that its rubber fetched an average of 8 1/2 and was produced at a cost of 11 1/2 per pound.  
The profit for the year was 2,126,984. There is carried forward 2,15,673.  
The estimate of this year's crop is 425,600 lbs.

## VALUABLE CARGO SEIZED.

## FALSE DECLARATION OF WEIGHT.

Papers in the case of Lam Sang Wan, a Chinese merchant of Hilo, whose shipment of 20,000 worth of rice, salt and soap was confiscated at that port, have reached Collector of Customs McCoy from Edward C. Crick, acting collector at Hilo, says the *Manila Times*.

For several months the customs authorities have been watching certain Chinese firms in Hilo who have been suspected of systematically falsifying values and weight on shipments received at that port.

For a long period these firms have just kept within the law, and have declared weights that have been only really 8 or 9 per cent more than the scales showed.

The law which will allow confiscation prescribes that confiscation can only be made where the weights of values are at least 10 per cent more than the declared amounts.

After the seizure in this case, which virtually amounts to a fine, eleven Chinese firms in Hilo went voluntarily to the customs authorities and admitted that they had falsified weights and values on all their shipments that had arrived on the steamer *Hai Feng*.

Chief Wilson, of the service bureau of the customs at Manila, and Mr. Cook, special customs agent, are now in Hilo investigating charges brought against the firms and other cases of a similar nature that have been under investigation at that report.

## Events Coming.

Wednesday, 27th July.

Band Concert, Public Gardens, 9 p.m.

Friday, 29th July.

Auction sale, valuable leasehold property, Hughes and Hough, 3 p.m.

Saturday, 30th July.

Wm. Powell's meeting, at noon.

Monday, 1st August.

Bank holiday.

Tuesday, 2nd August.

Land Sale of Crown land McDonnell Road, at P.W.D., 3 p.m.

Wednesday, 3rd August.

Meeting, Licensing Board, 2.15 p.m.

Thursday, 4th August.

Legislative Council meeting, 2.30 p.m.

Saturday, 6th August.

Gymkhana, Race Course.

Tuesday, 9th August.

Hongkong, Canton and Macao Steamboat Co's 24th yearly meeting, noon.

## Today's Advertisements.

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1872, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 1st August.  
Hongkong, 26th July, 1910.

IN THE MATTER OF THE COMPANIES' ORDINANCE, 1865,

AND  
IN THE MATTER OF THE VIENNA CAFE CO., LTD. (In Liquidation).

## DIVIDEND OF 87 PER CENT.

NOTICE is hereby given that a First and Final Dividend of 87 per cent. has been declared in this matter, and that the same may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, Hongkong, on the 3rd day of August, 1910, or any subsequent date between the hours of 10 A.M. to 1 P.M. On applying for payment Creditors must produce the NOTICE posted to them together with Security held by them (if any).  
A Statement showing the amount available for Unsecured Creditors has been posted to those Creditors whose claims have been admitted.

A. R. LOWE, C.A.,  
Liquidator.

Hongkong, 27th July, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"LAISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 19th inst., will be landed at Consignee's risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 27th July, 1910.

## FROM EUROPE.

## THE H. A. L. Steamship

"SAXONIA,"  
Captain Bille, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on and August, at 4.30 P.M.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th August, or they will not be recognised.  
No Fire Insurance has been effected.

ARNHOLD KARBURG & Co., Agents.

Hongkong, 27th July, 1910.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 A.M.

All Claims must reach us before the 6th of August, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO.

Ex S.S. *Calisto* from Venice.  
Ex *Cabo Pass* from Sevilla.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD.  
MELOHRS & Co., General Agents.

Hongkong, 26th July, 1910.

"KING OF THE SOUTH SEAS."

MR. H. WALHALEN MISSING.

The *Callington American* of 24th inst. says:—  
The steamship *Prinz Waldemar*, which arrived yesterday brought the news of the disappearance of Henry Walhalea of Maroon, Hermit Islands. It appears that Mr. Walhalea left early last June in a small sailing vessel together with four other Germans and about fifteen natives for the purpose of exploring the neighbouring smaller islands for phosphate deposits.

At the time the *Prinz Waldemar* called at Maroon, on July 14, Walhalea's secretary, fearing that an accident had befallen the party, requested the captain of the steamer to call at some of the islands en route to Yap to ascertain the whereabouts of the party.

Inquiry at Dourou Island showed that Walhalea and his party had left there on June 23 for Allison Island. At the latter place the natives said that nothing had been seen of them there.

Rudolph Walhalea, at present in Europe, was notified by cable from Yap, as it is feared that an accident has occurred to the schooner and hope is practically abandoned of their being found.

Mr. Rudolph Walhalea is the owner of the Hermit Island and in fact of 123 islands in the South Seas of which the principal industry is copra. Just before leaving for Europe recently he consummated the purchase of the Forsyth family interests in the South Seas for a price in the neighbourhood of a million dollars. He may be said to be entitled the "King of the South Seas."

## THE OPIUM TRADE.

## NEXT YEAR'S SALES.

It is notified that (1) in the calendar year 1911 not more than 3,440 chests of Bengal opium will be offered for sale and not more than 2,620 chests in each month of the year; (2) that of the quantity to be offered for sale each month, not more than 1,300 chests will be Bengal opium and not more than 2,620 chests Patna opium; (3) that no reduction will be made in these quantities without previous notice.

Since, July 3.

No further news has been received from home regarding the opium situation in China. Negotiations are proceeding, but no conclusion has been reached. The next sale fixed for the 6th instant will take place as usual and the Government of India have no intention of countermanding it.

## Today's Advertisements.

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION,

## on THURSDAY,

the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong,

## THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.:

ALL THAT PIECE OR PARCEL OF GROUND situated at Victoria aforesaid registered in the Land Office as INLAND LOT No. 107. Together with the messuages thereon known as Nos. 39, 41, 43, 45 and 47, Hollywood Road and Nos. 45, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace. Area 9,854 square feet. Term 999 years from 11th May, 1852. Annual Crown rent £15.

The Purchaser of the property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to Messrs. Johnson, Stokes and Master, the Vendor's Solicitors.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to Mr. GEO. P. LAMBERT, the Auctioneer.

Hongkong, 27th July, 1910.

## AMERICAN AND ORIENTAL LINE.

## NOTICE TO CONSIGNEES.

## S.S. "WELSH PRINCE"

## FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on and August, at 4.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th August, or they will not be recognised.

No Fire Insurance has been effected.

ARNHOLD KARBURG & Co., Agents.

Hongkong, 27th July, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 A.M.

All Claims must reach us before the 6th of August, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO.

Ex S.S. *Calisto* from Venice.  
Ex *Cabo Pass* from Sevilla.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD.  
MELOHRS & Co., General Agents.

Hongkong, 26th July, 1910.

## "KING EDWARD VII." WHISKY.

This Whisky is from the Distillers Company, Limited, of Scotland, and is one of their most famous Brands.

The Whiskies of the Distillers Company, Limited, are noted all the World over for their superior quality, and for their mellowness and maturity.

SOLE AGENTS,

H. PRICE & COMPANY, LTD.,

12, Queen's Road Central.

Hongkong.

Telephone No. 215.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.

Hongkong, 27th July, 1910.



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S  
Royal Mail Steamship Line.  
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.  
The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER  
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.  
(Subject to alteration)

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPERESS OF CHINA" TUESDAY, AUGUST 16TH.	"EMPERESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPERESS OF INDIA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPERESS OF JAPAN" SATURDAY, SEPT. 17TH.	"EMPERESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPERESS OF INDIA" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 8TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 77.10/-  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.  
SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia and to European Officials in the service of the Governments of China or Japan, and the families. Full particulars on application from agents.  
Through Passengers are allowed Stop over privileges at all various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.  
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 77.10/-  
Via New York 77.10/-  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
W. W. GRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALCUTTA, NAMSANG	THURSDAY, 28th July, Noon.	
MANILA	YUENSANG	FRIDAY, 29th July, 4 P.M.
TIENSIN VIA WEIHAWEI	CHEONGSHING	SUNDAY, 31st July, Daylight.
SHANGHAI	KWONGSANG	SUNDAY, 31st July, Daylight.
MANILA	LOONGSANG	FRIDAY, 5th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 19th Aug., Noon.

## RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kaitang, Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
General Managers.  
Telephone No. 215.  
Hongkong, 27th July, 1910.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

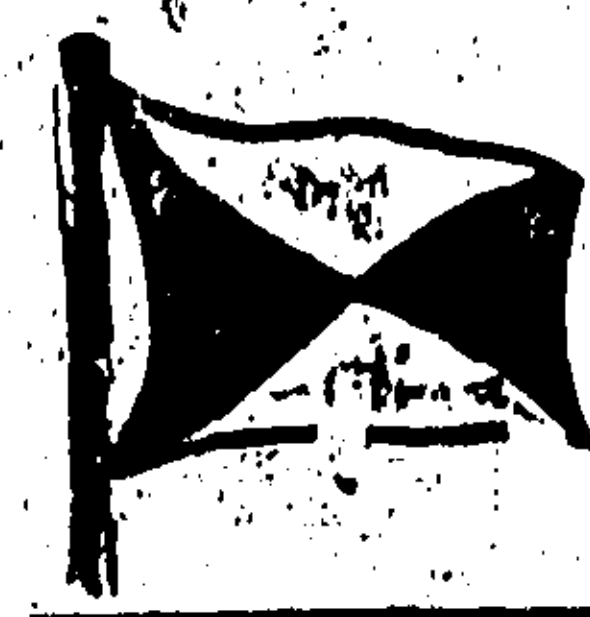
For	Steamers.	To	SAU.
SHANGHAI	"CHINHUA"	28th July	4 P.M.
AMOI, CHEFOO & NEWCHWANG	"PAOING"	28th "	4 P.M.
SHANGHAI	"ANHUI"	31st "	Daylight.
MANILA	"TEAN"	2nd Aug.	3 P.M.
TIENSIN	"KUEICHOW"	and "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, twice Weekly.  
S.S. "LINTAN" and S.S. "CANAL".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.  
MANILA TWIN-SKREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SKREW STEAMERS (*Anhui, Chienan, Linan, Chinkwan*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Stateroom and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.  
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$90 return.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.  
Telephone No. 16.  
Hongkong, 27th July, 1910.

HONGKONG—MANILA.  
CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates
ROBIN	3540	R. Rodger	MANILA	SATURDAY, 30th July, at Noon.
ASIRO	3540	A. Priest	"	SATURDAY, 6th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 27th July, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOI	"JOSHIN MARU" Capt. Y. Yamamoto	WEDNESDAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOI AND FOOSHOW	"BUJUN MARU" Capt. Y. Fushio	THURSDAY, 4th Aug., at 10 A.M.
TASMUI v. SWATOW & AMOI	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 31st July, at 10 A.M.

Special Reduction of 20 % will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th July, 1910.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGI MARU, Capt. M. Higashio, Tons 7000 WAKASA MARU, Capt. K. Sato, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WED'DAY, 3rd Aug., at Daylight. THURSDAY, 4th Aug., at 4 P.M. WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug. from KOBE.
VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	HIKOKU MARU, Capt. M. Vagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Combes, Tons 5000	WEDNESDAY, 3rd Aug.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
KOBE AND YOKOHAMA	MIYAZAKI MARU, Capt. T. Murai, Tons 9000	THURSDAY, 4th Aug., at Noon.

CHEAPEST SUMMER RATES  
BETWEEN  
HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
Manager.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM  
FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AFRICA  
AND SOUTH AFRICAN PORTS.)

## THE Steamship

"ASSAYE,"  
Capt. Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is second before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
A. HEWITT,  
Superintendent.  
Hongkong, 25th July, 1910.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

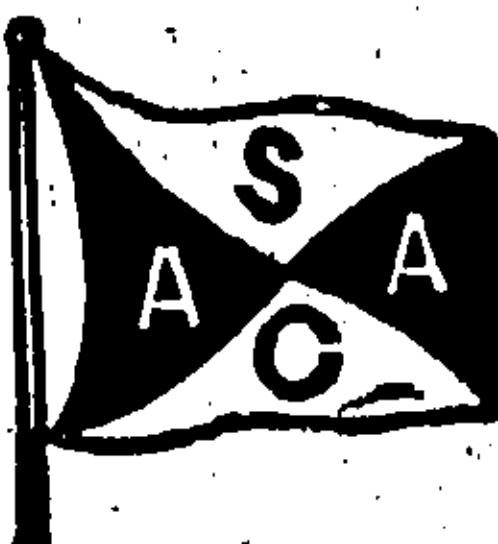
(With Liberty to Call at Malabar Coast.)

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:  
S.S. "GHAZEE" ..... On 30th inst.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 6th July, 1910.

[56]

HONGKONG-BOSTON AND  
NEW YORK.AMERICAN-ASIATIC STEAMSHIP  
COMPANY.

FOR BOSTON AND NEW-YORK VIA  
PORTS AND SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

S.S. "WRAZE CASTLE" On or about 6th August, 1910.

For Freight and further information, apply to  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 12th July, 1910.

[480]

"SHIRE" LINE OF STEAMERS,  
LIMITED.

FOR LONDON, ROTTERDAM AND  
ANTWERP.

## THE Steamship

"CARDIGANSHIRE,"  
Captain W. O. Tyers, will be despatched as above on or about 13th August.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
Agents.  
Hongkong, 25th July, 1910.

[502]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG  
FOR  
VICTORIA, VANCOUVER, B.C., TACOMA  
AND SEATTLE VIA  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA

Steamer	Tons.	Captain	On about
<i>Suenio</i>	6,232	F. S. Cowley	10th Aug.
<i>Redhill</i>	3,889	H. E. Dowell	21st Aug.
<i>Oceanic</i>	4,057	F. W. Davies	27th Sept.
<i>Esmeralda</i>	6,231	G. B. McGill	20th Oct.
<i>Aymara</i>	4,535	J. Boyd	20th Nov.

\* Calling at Amoy and Keelung.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 13th July, 1910.

[41]

## Consignees.

NORDDEUTSCHER LOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ WALDEMAR,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, at 9.30 A.M.

All claims must reach us before the 5th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO:—  
Ex s.s. *Lothringen* from Adelaide.

NORDDEUTSCHER LOYD,  
MELBOURNE & CO.,  
General Agents.

Hongkong, 25th July, 1910.

## APOCAR LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

## "LIGHTNING"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left in the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees of Calcutta cargo are requested to sign General Average Bond before taking delivery of their cargo.

Bills of Lading will be countersigned by  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 23rd July, 1910.

[503]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "ASSAYE,"

FROM BOMBAY, COLOMBO AND  
ST. ITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Marmora*.

From Calcutta, ex s.s. *Nyanra*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 21st July, 1910.

## Intimations

## NEW SHOP!

## JUST OPENED!!

DO NOT MISS LOOKING AT  
OUR WONDERFUL SELEC-

## TIONS OF

## RARE JEWELS,

&c., &c., &c.

MOHIDEEN &  
CO.

Dealers in

## CEYLON PRECIOUS

## STONES, &amp;c.,

38 & 40, QUEEN'S ROAD.

CENTRAL.

Hongkong, 27th July, 1910.



[illegible]



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	\$1,500,000 \$1,000,000	\$2,023,048	\$2.50 for half year ending 31.12.09 @ 62 1/2 = \$15.11	5 %	\$950 buyers \$890 sellers
National Bank of China, Limited .....	99,975	47	46	4,000 \$1,000,000	\$10,554	\$2 (London 1/6) for 1908 .....	...	\$76 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,500,000 \$154,581 \$102,791 \$118,000	none	\$10 for 1908 .....	6 %	\$170 1/2 & 171 1/2
North China Insurance Company, Limited .....	10,000	15	15	Tls. 225,000 Tls. 225,000 Tls. 140,580	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	5 %	Tls. 115
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	\$1,000,000 \$138,148 \$105,349 \$71,385	\$27,084	Final of \$30 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 .....	6 %	\$850 sellers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	\$1,000,000 \$204,401 \$199,264	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909 .....	7 %	\$200 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000 \$350,841 \$31,108	\$4,846	\$6 and bonus \$2 for 1908 .....	7 %	\$112 sales
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,400,000	\$426,218	\$27 for 1908 .....	8 %	\$350 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$57,743 \$250,000	Dr. \$3,777	\$42 for 1906 .....	...	\$7 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$100,000 \$100,000	...	\$1 for year ending 30.6.1908 .....	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$50,000 \$67,500 \$102,541 \$19,108	\$28,766	Final of \$12 for account 1910 .....	8 %	\$321 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred) .....	60,000 60,000	45 45	45	\$128,100	413,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154 .....	...	\$65 sellers
"Shell" Transport and Trading Company, Limited .....	1,000,000	41	41	\$730,000 \$100,000	192,994	3rd. in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 A dividend of 7 % for year ending 30.6. 1910 A bonus of 5 % .....	5 % 5 % 4 1/2 %	95/- \$24 sellers \$13 sellers
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$27,851 \$25,581	12,159	...	...	...
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$520,000 \$1,383,630	Dr. \$8,090	\$10 per share for 1909 .....	6 %	\$167 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$135,801 Tls. 6,002	\$2 for 1897 .....	...	\$26 sellers Tls. 800 sellers
Parak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	...	Tls. 10 for year ending 31.8.09 .....	...	...
<b>Mining.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	41	41	\$215,000 \$24,390	4,435	Final of 1/6 making 3/- for 1909 .....	9 %	Tls. 16 buyers Pa. 12
Headwaters Mining Company .....	60,000	Pa. 10	Pa. 10	none	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited .....	150,000	41	41	44,371	none	\$1 per share 13th dividend .....	5 %	\$7 41/-
Oriental Consolidated Mining Co., Ltd. ....	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	...
Docks, Wharves & Godowns. Farwick (Gen.) & Co., Limited .....	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$550	\$50	\$550,000 \$31,991 \$10,000	\$264,847	\$2 1/2 for 1909 .....	4 1/2 %	\$531 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$281,443 \$221,000	\$13,755	Interim of \$1 1/2 for account 1909 .....	...	149 1/2 & 49 b.
Shanghai Dock and Engineering Co., Ltd. ....	\$5,700	Tls. 100	Tls. 100	Tls. 70,000	Tls. 6,285	Final of Tls. 5 making Tls. 6 in all on 9/10 .....	6 1/2 %	Tls. 77 sellers
Shanghai and Hongkew Wharf Company, Limited .....	\$5,000	Tls. 100	Tls. 100	Tls. 607,257 Tls. 100,000 Tls. 125,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909 .....	7 %	Tls. 119 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,314	Tls. 6 for year ending 30.4.09 .....	1 1/2 %	Tls. 101 sellers
Central Stores, Limited .....	\$9,123	\$15	\$15	\$15,000	\$4,001	\$1.20 on old and 60 cents on first new issue \$2.60 on old shares and 30 on new shares for half year ending 31.12.09 .....	8 %	\$16 buyers \$104 \$82 1/2 sellers
Hongkong Hotel Company, Limited .....	8,000	\$100	\$100	\$100,000	\$1,277	Final of \$1 making \$7 for year end. 31.12.09 .....	2 %	\$102 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	9,000	\$100	\$100	\$100,000	\$5,471	45 cents for 1909 .....	6 %	\$84 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	226,245 25,538	\$29	\$2 1/2 for 1909 .....	4 1/2 %	\$32 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	...	Interim of Tls. 3 for 1910 Final of 11/8 making in all 3.80 per share for 1909 .....	6 1/2 % 8 1/2 %	Tls. 109 1/2 ex. \$39 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 125,045 Tls. 100,000	Tls. 65,069	...	...	...
West Point Building Company, Limited .....	12,500	\$50	\$50	none	11,958	...	...	...
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 10,991	Tls. 12 for year ending 31.12.09 .....	8 1/2 %	Tls. 120 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	Tls. 40,098 \$80,000	\$3,551	50 cents for year ending 31.7.08 .....	8 %	\$41 sales
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,872	Tls. 7 1/2 for year ending 30.9.09 .....	12 %	Tls. 57 1/2
Lao-nung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	Tls. 81,279	Tls. 4,829	Tls. 25 for 1909 .....	7 %	Tls. 70
Say Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	...	Tls. 31,273	...	10 %	Tls. 240
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$1,100	268	15 % per share for 1908 .....	...	\$10 buyers
China-Borneo Company, Limited .....	60,000	\$12	\$12	\$10,000	Nil	60 cents for 1909 .....	...	\$9 1/2 sellers
China Light and Power Company, Limited .....	50,000	\$5	\$5	none	\$61,138	60 cents for year ended 28.2.06 .....	6 %	\$140 sellers
Do. Do. Special shares .....	50,000	\$1	\$1	\$100,000	2,602	80 cents for 1909 .....	9 %	\$8 1/2 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	\$1,000,000 \$1,000	\$1,890	\$1.20 for year ending 31.7.09 .....	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	\$1,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909 .....	10 %	\$6 1/2
Green Island Cement Company, Limited .....	400,000	\$10	\$10	\$1,000	\$1,000	14 per cent. viz. \$1.40 for 1909 .....	12 %	\$14 buyers
H. Price & Company, Limited .....	12,000	\$10	\$10	none	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents .....	6 %	\$19 1/2 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	\$150,000	\$7,616	Final of \$8 for 1909 .....	6 %	\$135 buyers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$10,000	\$9,176	Final of \$1 making in all \$2 for 1910 and interim dividend of Tls. 12 1/2 for 1909 .....	9 %	Tls. 1,420 s.
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	Tls. 527,500 Tls. 61,224	Tls. 316,682	80 cents on fully p. 1 shares and 18 cents on \$1 paid shares for year ending 30.4.10 .....	5 1/2 %	\$14 sellers \$15.60 sellers \$10
Maatschappij of Mijne, Bosch en Landbouwen plaatse in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	\$20,000	\$3,014	None .....	5 %	...
Peak Tramways Company, Limited .....	25,000	\$10	\$10	none	Pa. 18,610	Final Tls. 5 making Tls. 8 for 1908 .....	2 %	Tls. 170 sellers
Peak Tramway Company (new) .....	50,000	\$10	\$10	none	...	First year .....	...	\$29 sellers
Philippine Company, Limited .....	75,000	\$10	\$10	none	...	None .....	...	\$500 Hong currency
Shanghai-Sumatra Tobacco Company, Limited .....	10,000	Tls. 20	Tls. 20	Tls. 75,000	Tls. 5,150	10 % for year ending 31st May 1910 .....	8 %	\$25 buyers \$5 buyers
Societe des Papiers et Papeteries de Tonkin .....	13,200 Benefit shares 1,200	50 Halabong Nominal	25 ...	none	none	60 cents for year ending 31.12.08 .....	8 %	\$7
South China Morning Post, Limited .....	6,000	\$25	\$25	none	Dr. \$21,096	60 cents per ord. share for year ending 31.5.09 .....	5 1/2 %	\$12 1/2 sellers
Steam Laundry Company, Limited .....	20,000	\$25	\$5	none	...	25 cents for 1909 .....	11 %	\$5 sellers ex div \$6 1/2 buyers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$11,956	none	None .....	...	...
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	\$40,000	\$142	...	...	...
Watkins Limited .....	10,000	\$10	\$10	none	\$1,241	...	...	...
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	\$300,000 \$5,000	\$2,013	...	...	...
William Powell, Limited .....	15,000	\$7	...	none	\$782	...	...	...

## Intimations

COMPANIA GENERAL DE  
TABACOS

DE FILIPINAS

ESTABLISHED IN 1882.

CAPITAL 2,500,000



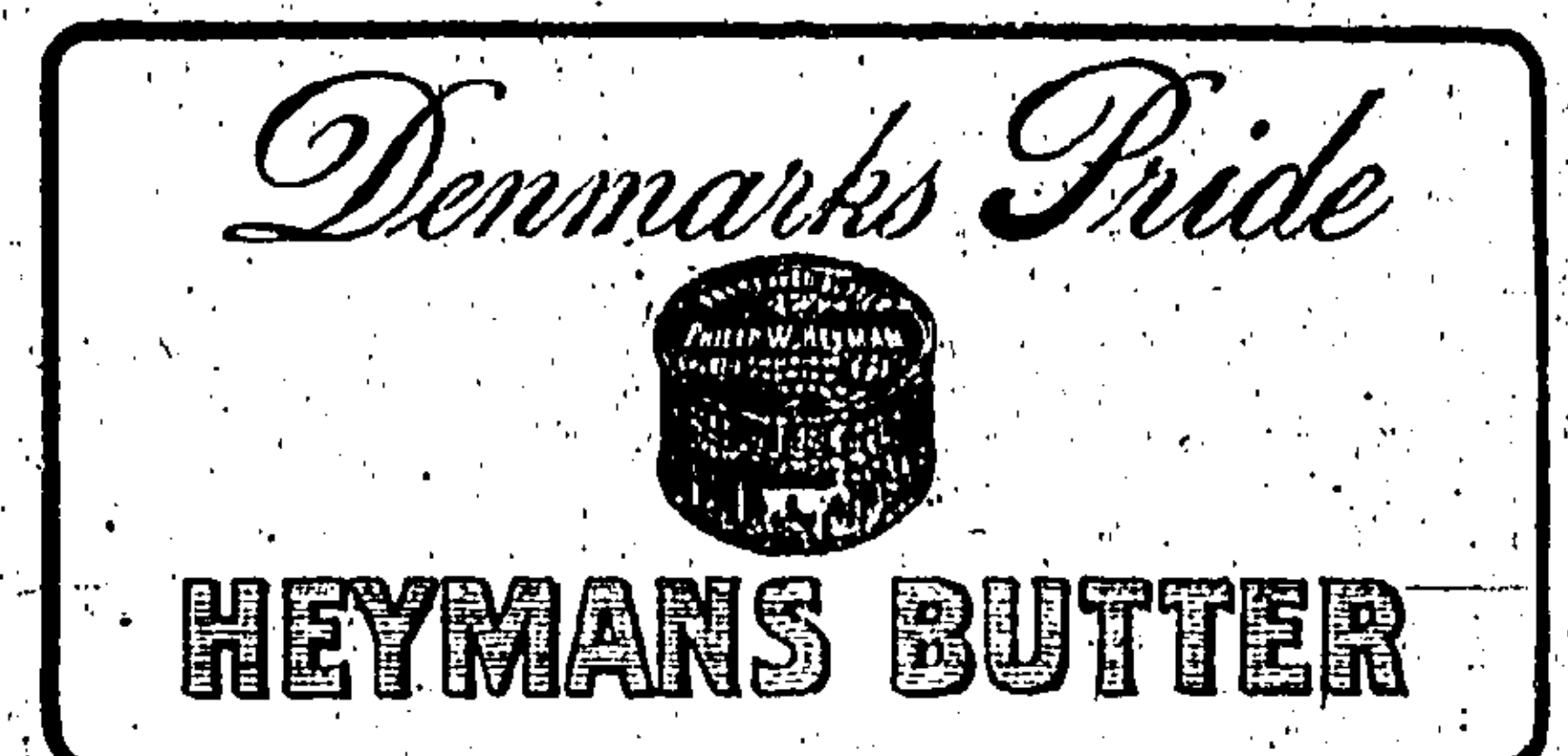
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

## SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perifoneos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finaos, Conchas Finaos, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETO & CO.,  
AGENTS.

SIEMSEN &amp; CO., Sole Agents.

49

## Hotels

RE-OPENED! RE-OPENED!!

## BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES! ICES!!!

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawn or Verandah.

Only best Brands of Liquors stocked.  
Residence Rates on application.  
All cordially welcome.

W. GALLAGHER, Manager.

126

VIENNA CAFE COMPANY (1910)  
LIMITED (RE-CONSTRUCTED),

QUEENS ROAD CENTRAL, OPPOSITE POST OFFICE.

## A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

149

## Intimations

## A TOO STABLE.

LEIGHTON HILL ROAD.  
(next to No. 1, Police Station).

HAS established a SHOEING-FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

Prices:  
At the Stables or anywhere in Hongkong, \$1 per animal.  
At Kowloon, \$1.50 per animal.

A TOO STABLE,  
Leighton Hill Road,  
Hongkong, 22nd March, 1910.

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET,  
HONGKONG.

Hongkong, 22nd September, 1910.